THE BRITISH WORKER
OFFICIAL STRIKE NEWS BULLETIN
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PRICE ONE PENNY

TO OUR READERS
You will all at once ask when you get this issue: Why is it only half the size it was before? The reason is that the Cabinet has stopped our supply of paper.

At the docks and in a mill there are supplies belonging to us. The Cabinet refuses to let us have them. We are told by them that they are being held to cut down our size today. Tomorrow, if Mr. Baldwin still declines to allow the Workers' cause to be defended by the General Council's newspaper, we may not be able to appear at all in our present form.

The Prime Minister, by attempting to stifle the voice of Labour, runs the very grave risk of undoing all the good that has been done by the General Council's daily appeal to strikers to behave in an orderly manner.

His action is provocative. It is bound to be angrily resented. We hope that the imagination aroused by it will be controlled, but no one can doubt that Mr. Baldwin thus adds another alarming responsibility to those which already weigh upon him.

When the workers have no assurance that they are being told the truth (they will certainly believe the Cabinet organ any more than they will believe the Capitalist sheets), dangerous rumour will have free play.

Already these are inflaming many minds. Instead of being suppressed by anti-Labour journalists, who would know how to use them, they are, they are reproduced day by day.

Thus the miniature Daily Telegraph yesterday, under the heading "Rebuffs Rumours," was so reckless itself as to print reports of policemen being murdered and a Cabinet member injured.

It is by that kind of lying titillation that evil passions are stirred. We show to-day how pro and puffing have been the acts of disorder committed. To dip into the public ear suggestions that violence is increasing and counter-revolutionist loose should be made a crime.

If the British Worker is suppressed, that will be a crime of the same character, for it will equally create a dangerous disturbance in the minds of very large numbers of people.

WEATHER

Wind S.W. to variable, finally north-easterly fresh at times; mild, improving later, with showers and fair intervals; cold.

The General Council does not challenge the Constitution. It is not seeking to substitute un-constitutional government.

Nor is it desirous of undermining our Parliamentary institutions. The sole aim of the Council is to secure for the miners a decent standard of life.

The Council is engaged in an Industrial dispute. There is no Constitutional crisis.

WHERE WE STAND

It is being persistently stated that Mr. Ramsey MacDonald, Mr. Herbert Smith, Mr. Arthur Cook, and other Trade Union leaders have been engaged in an attempt to reopen negotiations with a view to ending the General Stoppage.

The General Council wish it to be clearly understood that there is no truth in this assertion.

No official or unofficial overtures have been made to the Government by any individual or group of individuals, either with or without the sanction of the General Council. Complete control of all negotiations is vested in the General Council, who have had no direct or indirect communication with the Government since they sent their emphatic letter of protest against the Cabinet's warrant action in wrecking the peace discussions that were proceeding.

The position of the General Council may be stated in simple and unequivocal terms. They are ready at any moment to enter into preliminary discussions regarding the withdrawal of the lock-out notices and the ending of the General Stoppage and the resumption of negotiations for an honourable settlement of the Mining Dispute. These preliminary discussions must be free from any condition.

The Government must remember that the public are asked to remember that the General Stoppage took place as a result of the action of the Cabinet in breaking off peace discussions and issuing their ultimatum, using as their excuse the unauthorised action of the printing staff of a London newspaper. The responsibility for the present grave situation rests entirely upon the Cabinet. Even the newspapers concerned admits it to be true that when the negotiations broke down the trade union representatives knew nothing of the stopping of 'The Daily Mail.'

It is therefore merely fanciful for the Prime Minister to pretend that the Trade Unions are engaged in an attack upon the Constitution of the Country. Every instruction issued by the General Council is (CONTINUED ON PAGE TWO)

FAILURE OF THE O.M.S.

Truth About Situation at Newcastle-on-Tyne

"The Organisation for Maintaining Supplies at Newcastle-on-Tyne has broken down completely, and the authorities have appealed for the aid of the unions," announced Mr. Connolly, one of the Tyneside Labour M.P.'s in the House of Commons on Thursday night. An hour later a Government representative told the House that he had telephoned to Newcastle, and received a denial of the statement.

The Freeman's is able to publish the following account of the Tyneside situation, as given by the Workmen's Chronicle, published by the Newcastle Trades Council.

"With reference to the letter which states that the Strike Committee, the fact that during their recommendations were handed to all the leading trade unionists of Newcastle.

"The conferences were unofficial; they were initiated by Sir Kingsley Wood, who made an offer to withdraw the O.M.S., and who suggested a system of dual control. "The Strike Committee decided that it could not agree to these proposals, and that the O.M.S. must be continued by the T.U.C."

"The Strike Committee further decided, in view of the facts before it, to withdraw immediately all permits whatsoever."

On another page the 'Workers' Chronicle states that the nine-month preparation by the Government has failed owing to the enormous re- sistance of the workers. If proof is needed for this statement we get it from Sir Kingsley Wood. Yesterday he appealed to the Trades Council for help. He admitted that he had lost control of the situation, and asked the transport unions to co-operate in maintaining supplies."

His position was so desperate that, provided the union would come to his help, he was prepared to ask the Government to withdraw the troops and marines. This the unions refused.

LEY YOUSELFSE IF AT WORK!

The General Council requires that all workers who are still in existence of the strike shall contribute 5 per cent. of their wages to the Strike Fund. This levy may be made to the General Council through the Heads of the Unions concerned.

In other cases contributions should be sent to the X3, Trades Union Congress, 39, Euston Square, London, W.1.
THE BRITISH WORKER

Grim Determination To Win

CAPITAL AT A STANDSTILL

Edinburgh now a Strong Link in T.U. Chain

ENGINEERS RESTIVE

Until the development of the present dispute Edinburgh has been regarded as a weak spot in trade unionism due to the response to the call of the Trades Union Congress effecting disposal of that belief.

The chief difficulty of the Central Strike Committee has been to contain the limits of the Council's instructions.

The printing trade is entirely closed where the workers are taking a standstill, the printing papers being printed by a single non-union firm.

Save for a few trains and buses making conditional students, who have been promised immunity from sanctions, transport has entirely ceased.

OUT EN MASSE

The railwaysmen are solid—a Wilson strike committee is the only break from the action being led by the Scottish Motor Tract costume which spelled the end of the monopoly in the district, are out on mass.

No effort has been made to organize a blacking service.

The M.N.U.R. branches in the district are solid and the Associated Engineers and Firemen, have joined a joint strike committee.

Building trades workers are chafing at the limitations imposed upon them.

As there are no direct trains there is little chance of proceeding a complete stoppage in the industry is likely although this appears in print.

The docks at Leith are at an all-time standstill, and the Mid and East Lothian miners are out to a man.

GLASGOW

In the Glasgow area, the District Committee of the M.N.U.R. reports that only seven uniform men are working on the D.M.S. section between Glasgow and London.

The tramway manager has interfered and set a minimum fare of two pence on routes within the city. Corus are not being run in the East End which is proof against blackmail.

START AFRESH

County Council's Suggestion to the Government

Let all notices be withdrawn so that negotiations can be reopened, is the suggestion to the Government by the Carnavonshire County Council... Yesterday the Council passed the following resolution:

"That this Council, whilst expressing no views on the merits of the present dispute, appeals to the Government in the interests of the welfare of the country to reopen negotiations on the basis of the general strike being called off, the workers being allowed to return to their jobs, drawn to the miners to resume work on the conditions prevailing previous to the strike, and to make every effort to make all the financial arrangements necessary to tide over the period of negotiations."

FEEDING THE KIDDIES

The Ministry of Food has completed arrangements for providing nutritious school children meals during the stoppage.

Where We Stand

(Continued from Page One)

Council is evidence of their determination to maintain the struggle strictly on the basis of an industrial dispute. They have ordered every member taking part to be excommunicated in his conduct and not to give any cause for criticism or interference.

The General Council struggled hard for peace. They are anxious that an honourable peace shall be secured as soon as possible.

They are not attacking the Constitution. They are not fighting the community. They are defending the mine workers against the mine owners.

SOLIDARITY IN THE NORTH

Stoppage Complete Everywhere: All Calm and Orderly

Never before has there been such solidarity in the report from the northern counties.

Everywhere the stoppage is complete and the streets are as the injunction of the T.U.C. General Council, to keep calm and orderly.

NEWCASTLE: Electrical workers have joined the strike and attempts are being made to catch up by volunteer labour. All trains and buses are on a standstill.

CARLISLE: Bus workers joined the strike to-day. One or two trains were reported to be late in passing.

WORKINGTON: Co-operation has been established between Joint Trades Union Council and local authority to secure the fair distribution of food and fuel. No transport of any kind except by Trades Council permits.

SPEN VALLEY: Big meeting last night reinforced determination to stand firm. A Publicity department at work.

TADCASTER: Trades Union Council is issuing bulletins of prices and prices are being reduced to suit the situation.

MANCHESTER: The position is splendid. Lancashire and Cheshire areas report that workers are being paid half-hearted in the strike, and every worker is feeling the effect of the joint action of the various unions. Excellent.

T.U.C. CAMPAIGN

In connection with the T.U.C. campaign, the following meetings have been arranged for Sunday (May 9):

AFTERNOON—3 p.m., Town Hall, 2.30 p.m., Shepherd's Bush, 3 p.m., Lambeth, etc.

7.30 p.m., Stratford Town Hall; 7.30 p.m., Camden Town Hall; 7.30 p.m., Hanwell Town Hall; 7.30 p.m., Chiswick Town Hall; 7.30 p.m., Hendon Town Hall; 7.30 p.m., Walthamstow; 7.30 p.m., Ealing Town Hall; 7.30 p.m., West Ham Town Hall.

Evening—8.30 p.m., Brownswood, Palace Theatre, East London; 8.30 p.m., Empire Kinema, Church Road.

Speaker—Mr. A. Pugh, Rt. Hon. Joseph Atkinson, M.P., Mr. E. W. Bevin, Mr. George Hicks, Mr. R. J. Finlayson, M.P., and other members of the Co-operative Committee, Miners' Federation of Great Britain, Miss Susan Lawrence, M.P., Dr. Marion Phillips, Miss Maud Carlyle, and other women speakers.

WHERE WE STAND

(Continued from Page One)

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NO FOREIGN GOAL

International Call for a Ban on Exports

SHIPS HELD UP

The International Transport Workers' Federation has asked the Transport Unions of France, Belgium, Holland, and Germany to prevent the export of coal to Great Britain.

They are also asked to prevent the bunkering of British ships in Continental harbours and will prevent non-British seamen from signing on to British ships.

Immediate action has been taken as a result of this request.

The necessary orders have been given by the Executive Committee.

Already in Antwerp and Hamburg the dockers are refusing to handle British ships. The former is denying British vessels, Seamen are refusing to join British ships.

Hamburg port authorities mounted owing to the importance of British and British-bound ships to load or leave port.

The negotiations, for the present, only cover vessels going to the harbours of Norway, Sweden, Denmark, and Finland, in addition to those going to Amsterdam, their willingness to carry out the Federation's recommendations.

ISSUING OF PERMITS

The National Transport Committee asks all local Transport Committees to review all permits which have been issued.

The National Transport Committee is determined to adopt this course:

1. The Government's refusal to accept co-operation of the Trades Union Movement in connection with the newspapers.

2. The gross abuse of permits which have been issued by the local Transport Committees.

3. The attitude adopted by certain police authorities in declaring that permits already issued are illegal.

H.U.R. UNANIMOUS

Reports Which Give the Lie to the Foolish Storics

Splendid results from branches continue to be received in hundreds at Unity House, the headquarters of the National Union of Railwaymen.

"All 100 per cent. solidarity," said Mr. Howard Smith, "position stronger than ever," are the kind of phrases that are coming from the members.

The vengeful allegiances made in certain quarters with regard to the return of strikers to work are proved to be not merely nonexistent but ridiculous in the light of these reports.

The excellent moral and discipline of the men is further attested by the steadiness of the stand they are making everywhere.

In some areas games and concerts are being successfully organised by the strikers.

STAND FIRM AND ORDERLY

Stand firm and maintain order was the advice of Mr. Ben Tillett at a mass meeting of strikers at Reading last night.
PARALYSIS BUT PEACE IN MIDLANDS

Birmingham and Other Big Centres Stand Firm

In the great industrial centres of the Midlands, as well as in the less populous areas in that important centre of England, the enthusiasm of the strikers is still unwavering. Birmingham is a classic union town, finding it more and more difficult to keep men in who are not yet called to the front. The work of the largest works are closed down and others are expected to follow suit almost immediately.

The local strike committee reports "unprecedented solidarity" throughout the city. When the Corporation issued notices that tram drivers would be open for volunteers not a man responded.

Divisional Labour Parties are organizing concert and other entertainments for the strikers, and are also holding public meetings in all parts of the city to give the general public the truth about the strike.

WEST BROMWICH

According to the local Trades Council, the position at West Bromwich is regarded as entirely satisfactory.

"The response to the call to cease work has been complete," stated Councillor Guest, the agent. "Our main difficulty has been to keep men and women in who want to strike in sympathy.

WOLVERTON

At Wolverton Carriage Works nearly 2000 men have struck work.

NORTHAMPTON

Northampton is exceedingly quiet. Few services have closed down. Members of the typographical Association are out.

STEVENDON

Things are quiet in the Steventon district, and strikers are behaving splendidly.

LINDER DELAYED

The crew of the liner Mella refused to sail from Antwerp until they had their union headquarters for instructions. The ship was delayed 12 hours in consequence.

UNANIMOUS

A wonderful spirit prevails among strikers and unemployed boot operatives in Gloucester. The unanimous feeling is that "if the standard of living is not increased they will ultimately affect all grades of workers. The Bankers' Women is looked for eagerly.

THE USUAL TENACITY OF THE BRITISH!

Doggedness as of War Days: That Silent Economic Pressure

"The British," said a German communique during the struggle for the Huns, "display the usual tenacity." The British working class, now out of uniform, now engaged in a different and more peaceful struggle, is still showing the usual form of fight. Quietly, but very grimly, they are digging their toes in and preparing to hold on for as long as may be needed to secure justice for their fellows. Day after day, from every quarter, come the same news. The strike is solid. The line holds firm. Discipline is perfect.

Empty Boats

Day after day the pressure tightens on the industries of the country! The power of the workers is increasing more and more effectively. The boycott of the Government is themselves an indication of the success of the strike. The local big headlines in their official organ, that "the vital services are disrupted." What are these "vital services"? Read on. The vital services of food, clothing, light and power are becoming and will be maintained by his Majesty's Government. By his Majesty's Government! Why, there are precisely the services in which the General Council of the Trades Union Congress objected to the Government, an offer which was never acknowledged.

They boast that there are nothing left but the London General Omnibus Company's 5,000 buses running; that a few that are more or less open; that a few main lines are running. That is all that they can claim. Those things are insignificant. It does not matter much whether or not people can get themselves carried about the West End of London.

What matters is that the great productive industries on which the whole national economy is based are shut down or running down. Grip of Iron

There are a few passenger trains on the railways. But there are no Liverpool trains. London's tube stations may be more or less busy. But the docks are silent. Day by day in the great industrial districts more and more factories cease to function. How all their vaunted volunteers can do anything to check the silent economic pressure. The power of the workers is a grip of iron. And at whatever cost they will refuse to sell their "usual tenacity" until they are assured of justice.

APPEALS FAIL TO GET BLACKLEGS

No Applicants for Jobs on Railway

VALLEYS CALM

From the Special Commissioner of the British Worker.

SOUTH WALES, Friday.—From all the valleys of this coalfield comes the same report—the workers are calm and steady. The efforts to organise blackleg services are a miserable failure.

For instance, an appeal was issued for "intelligent and suitable men" for railway work. The wage offered was £2 2s. a week. There was no response to the appeal. Then the offer was increased to £3 a week. But again there was not a single applicant.

The Amman Valley, in the centre of the anthracite coalfield, is providing a wonderful example of solidarity and order. The official report from this district says that the behaviour of the miners could not be surpassed. shouts programmes are in full swing at Swansea and in other large towns. Arthur Jenkins, the Eastern Miners' agent, speaking at a mass meeting, said that if the military were sent into the industrial area they would either shoot or put down their friendly football matches with whom.

STEVENDON'S STAND

We appeal to our readers to include in the list of unions affected by the strike orders the Amalgamated Union of Stevedores, Lightermen and Dockers, which is giving loyal cooperation.

Transport and General Workers' Union

(From the General Executive Council to all Members.)

To-day's reports state that the members are continuing to maintain their splendid solidarity.

The G.E.C. and officers sincerely appreciate this demonstration of loyalty and discipline on the part of the members.

May all diminish this spirit and deterrent that right may win.

HARRY GOSLING

ERNST BEVIN
THE BRITISH WORKER

Strike Scenes And Incidents

NOW WOULD YOU BELIEVE IT?

EVERARD
(“Gadfly,” of the “Daily Herald.”)

Dame Francisca Peasehlosom has issued an urgent appeal to all her subscribers to the British Empire and Prinborne League to do their, Dameclusters to contend with whatever Mr. Baldwin says he is contending with.

It is suggested that a medal should be awarded to O’Marsa’s for the heroism of the ship in somewhat fast-float, in which they have rallied to the cause of the cause. The coup in question would bear on the above a mailed fast rampart and a grappling a dividend warrant, whilst the reverse would bear the motto, “For Fate and Borrow.”

There appears to be no truth in the rumour that the British Pastic have ordered the colours to be painted white as well as black shirts. The collection of the white shirts is optional.

A message received from Birchler states that “the strikers here are trooping back.”

A later wire, however, from the same source announces: “Previous message should read—Strikers here are trooping to the homes owing heavy downpour rain.”

MUST NOT BLACKLEG

Derbyshire Miners’ Warning About Safety Men

Mr. John Spencer, an official of the Derbyshire Miners’ Association, reported today that safety men in several mines were refusing to do work other than their official duties, and the infringement is being taken up strongly with the owners.

“NONS” JOIN UNIONS

At Stockport, the Amalgamated Engineers’ Union has two new members from the non-unionists, and the crowd swelled by several hundred. Only a few clerical workers remain to be persuaded.

CABINET MEETING

The Cabinet will meet to-morrow morning.

NATIONAL TRANSPORT COMMITTEE

It should be noted that the above National Committee, with Heaton, at Union House, Easton-road, is only responsible for directing the activities of the local Transport Committees. It does not handle applications for permits applications from those of a national character. All applications for permits must be directed to the respective local Transport Committees, who will deal with same.

To avoid confusion in London, it is suggested that in the case of the London Transport Committee’s office, where all applications should be directed, is situated at Headland House.

ORDER OF THE TRADES UNION COUNCIL GENERAL COUNCIL

FOOD SUPPLIES

All questions of policy dealing with the release of all classes of foodstuffs are now placed in the hands of a National Committee, consisting of representatives of all the Transport Unions, with Mr. J. Marchbanks, Unify House, London, as Secretary.

Telephone Address: “BEWARE, EUSROAD”
Telephone Number: Museum 6101 (4 lines) to whom all communications should be addressed.

This Committee is authorised and is the sole Committee to issue all advice, procedures, instructions and permits nationally, and all directions with regard to local permits for the removal of any foodstuffs.

This applies to all other forms of transport.

FINALLY—all permits are at present under review.

(Signed) TRADES UNION GENERAL COUNCIL

STRIKERS WEAR WAR MEDALS

How O.M.S.-ers “Assisted” the Railway Co.

AT LONDON DEPOTS

By Special Commissioner

A tour of the great London railway stations, good and evil depots, and the strike committees shows how strong and tight is the grip of the strike on the railways.

The O.M.S. has rendered “assistance” to the committees. At King’s Cross two of the O.M.S.-ers took charge of a train. They failed to open the drain-cocks before starting, and the cylinder heads blew out.

As a result of this, the pickets told me, “It was very quiet, we think the work are not being fought.”

The Railing-street committee told me that when the officials attempted to get a train out of the Common Depot, they managed to get it off the road, and blocked the whole line. A similar “accident” occurred in the same station. A volunteer-manned train was run into the exit points near Camden.

Other depots were quiet. At Finsbury Park, two steam and two electric trains have been running for many days. The normal service is nearly 15 trains per day.

WOMEN ON STRIKE

Marylebone and Liverpool Street stations are absolutely deserted, and at King’s Cross, where only women cleaners have joined the strike.

Farringdon-street goods depot, that normally handles several thousand tons

IRON GRIP ON IRON RAIL

It is significant that in the course of the official interview given by the Government to Press correspondents yesterday, a representative of the Government made it clear that no passenger service in the North Eastern division was at a standstill.

of meat and merchandises, has not had a train, truck or engine moved since the strike started on Monday night. A similar story comes from all other London goods depots.

As every station and depot the clerical staffs have responded to the General Council’s call with unanimity.

The Central Strike Committee for London railways reports every branch so.

ASSOCIATION, ABORTALITY AND CIVILIZED,

SOLED AS A ROACH, AND THE STRIKE

AS THEY ARE A DREAD.

Arrangements have been made for the payment of strikes. As a reply to the threatened action of the Government, supposing everybody to be striking transport and railway workers are wearing their war medals.

JOINING THE UNIONS

In the Paddington district over 500 new members of the Transport and General Workers’ Union have been enrolled since the strike started.

Picketers discovered a lorry in the Farringdon-road, loaded with “Food Supplies,” to contain harbour rice.

A big increase is reported in the number of ships idle in the docks waiting to be unloaded.

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